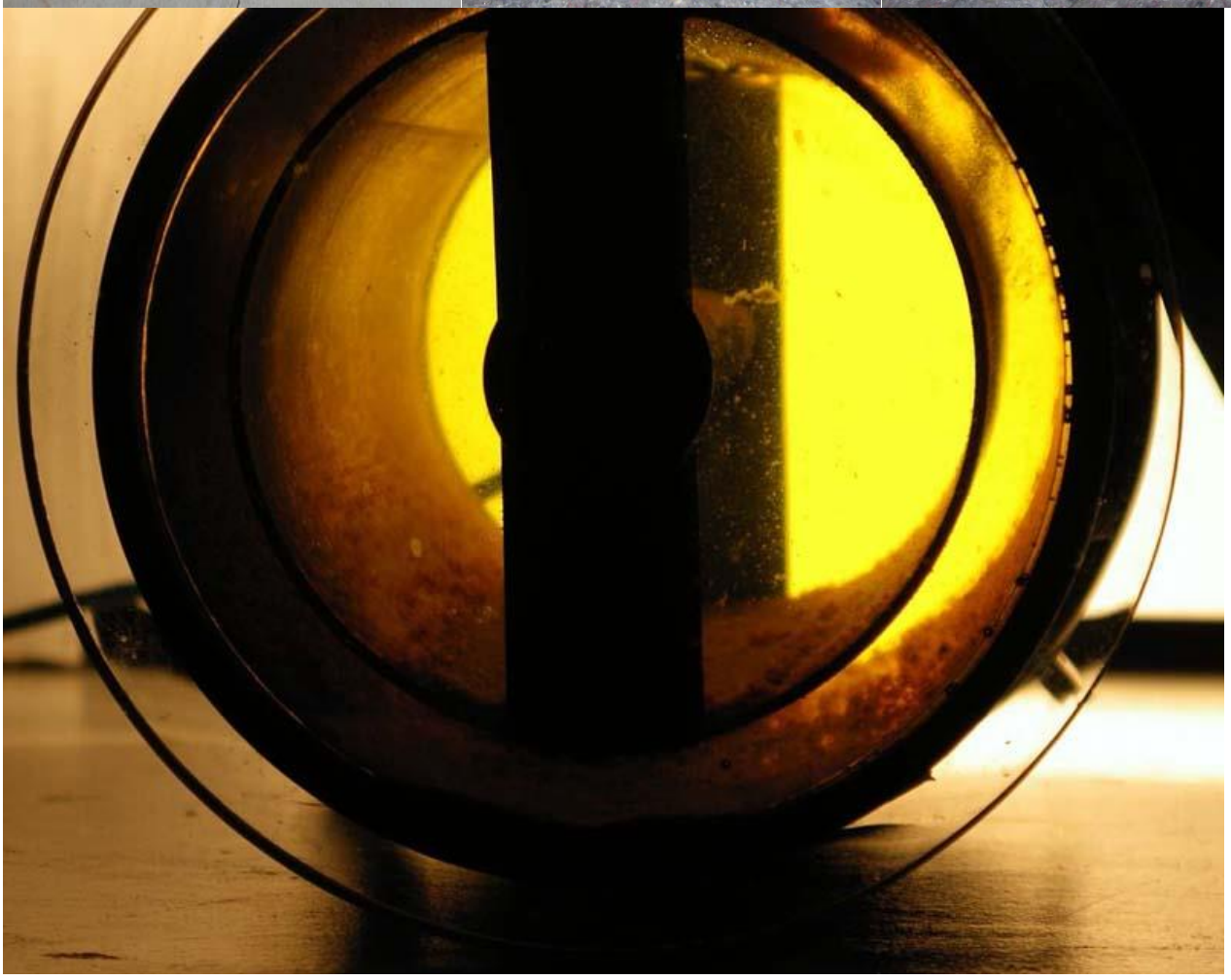
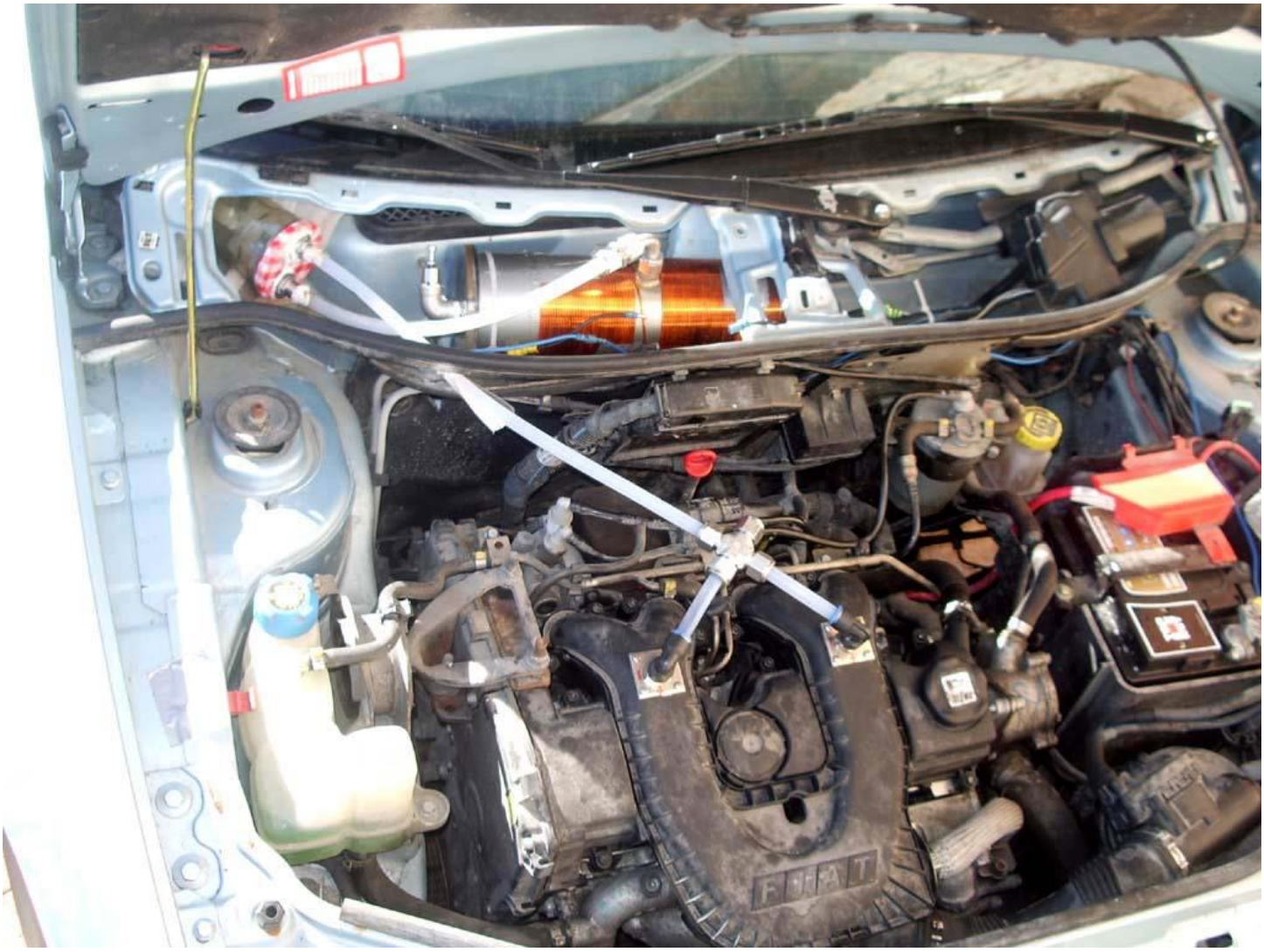
$95 at
www.HydrogenGarage.com




SELEN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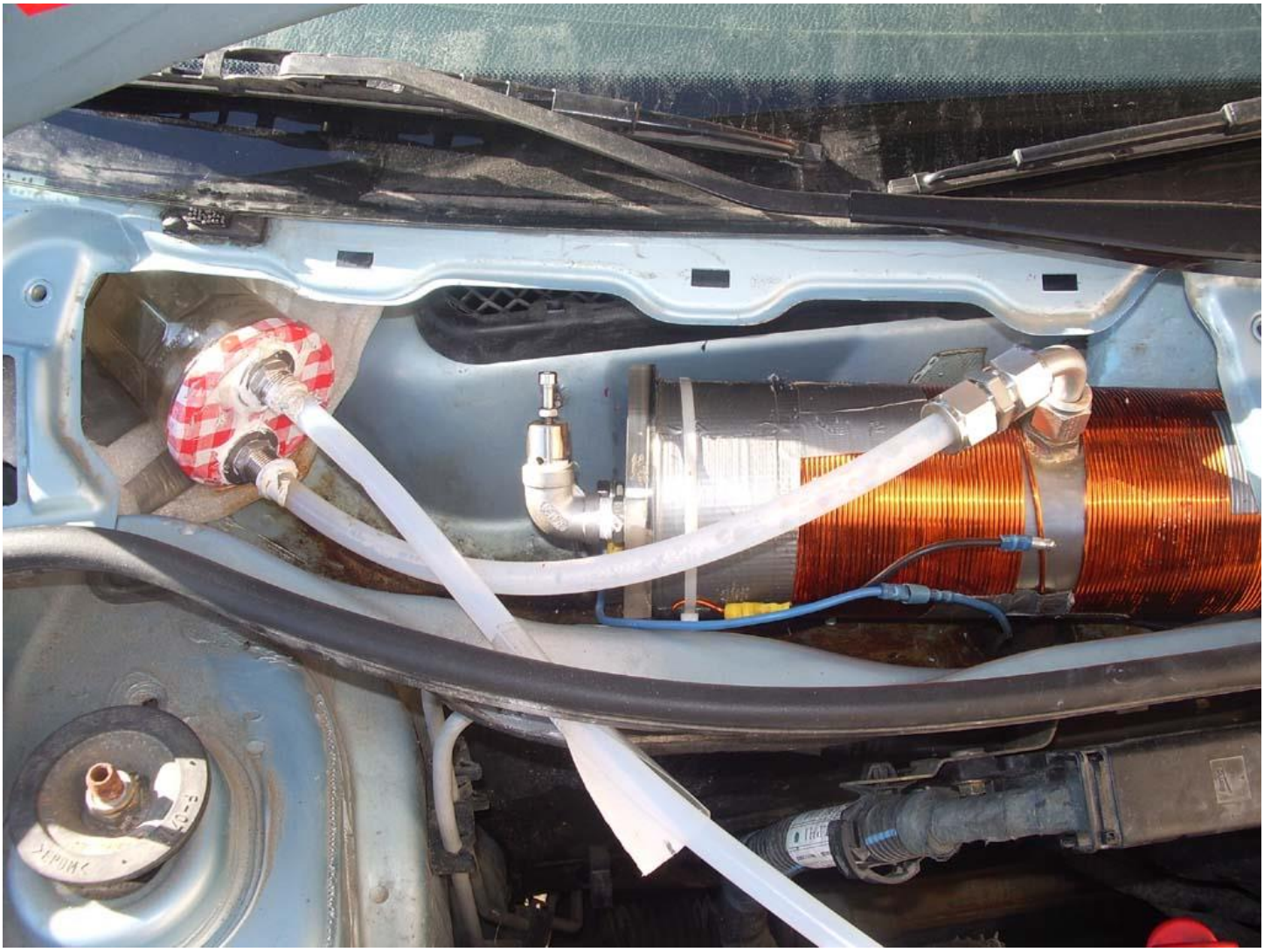

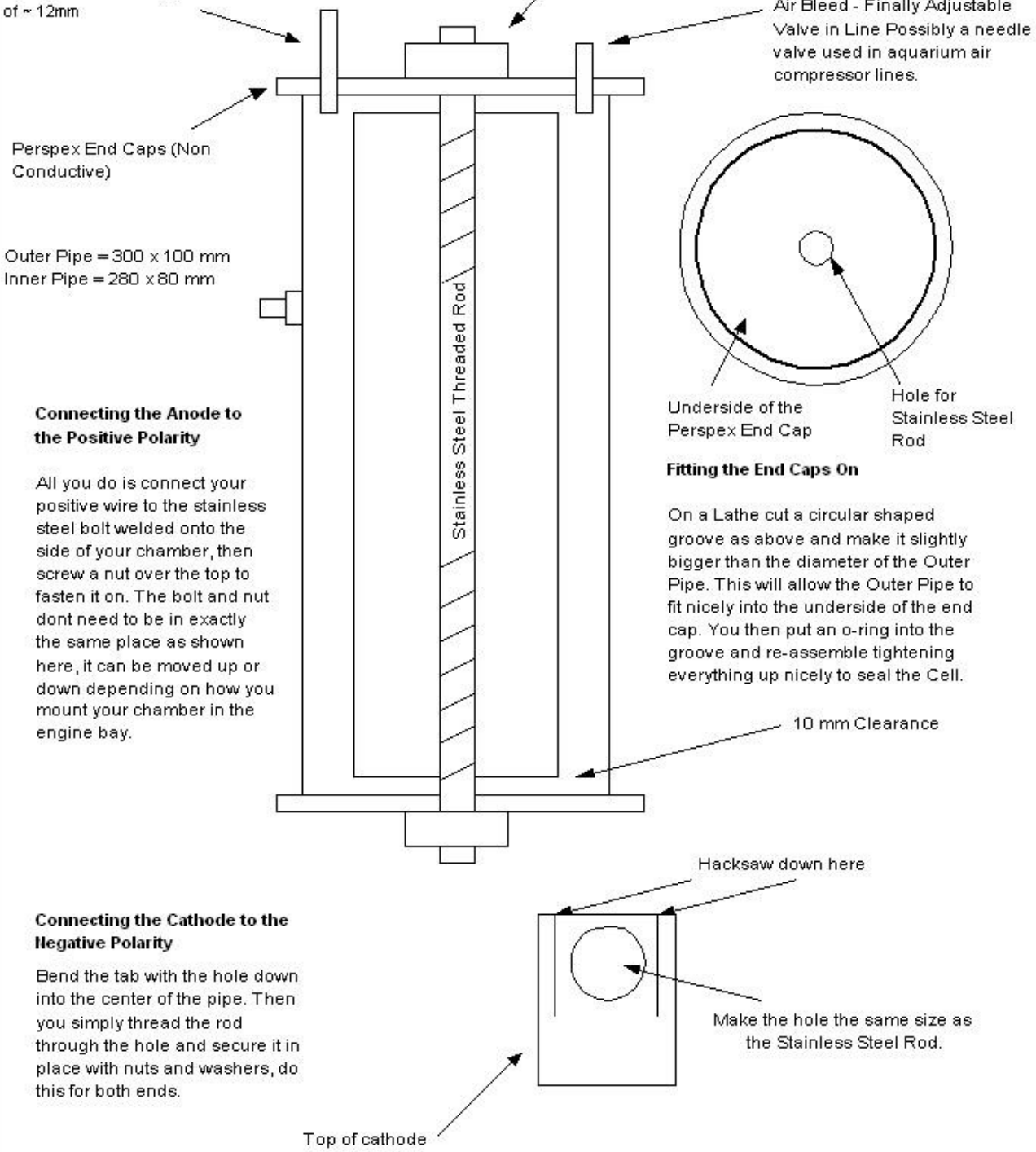

Connecting the Anode to the Positive Polarity

All you do is connect your positive wire to the stainless steel bolt welded onto the side of your chamber, then screw a nut over the top to fasten it on. The bolt and nut dont need to be in exactly the same place as shown here, it can be moved up or down depending on how you mount your chamber in the engine bay.

Fitting the End Caps On

On a Lathe cut a circular shaped groove as above and make it slightly bigger than the diameter of the Outer Pipe. This will allow the Outer Pipe to fit nicely into the underside of the end cap. You then put an o-ring into the groove and re-assemble tightening everything up nicely to seal the Cell.

Connecting the Cathode to the Negative Polarity

Bend the tab with the hole down into the center of the pipe. Then you simply thread the rod through the hole and secure it in place with nuts and washers, do this for both ends.

Fuel Economy gains are typically 25 - 50%. This can be taken to 90% or more but carbon is lost from the piston rings. The Unit is connected to the battery or alternator via a relay wired to the ignition. More RPM = more power made by the alternator which = more gas production. The Engine vacuum accelerates the breakdown of the water into hydrogen and oxygen and combined with atmospheric nitrogen gives nitrogen hydroxides.

The Unit may have a break in period of a week or so, during this week the carburetor mixture will have to be gradually made leaner. Further tweaking of the unit may ulilise a lawn mower carburetor to keep the gas usage at a minimum but still keep some carbon on the piston rings.

"Nitro" Cell

Hydrogen Cell	Use 316 grade Stainless Steel	Drawn by: Simon Beehre